



## Ground-Breaking Partnership Saves Historic Banners for Mainers

by Nathan R. Lipfert, Senior Curator

A consortium of twelve museums (including this one) and other organizations, with financial help from four private individuals, has purchased a remarkable collection of seventeen parade banners dating to 1841. The banners sold to the consortium on August 26, 2010, at the auction of James D. Julia, Inc., in Fairfield, Maine, for the total price of \$125,350. Never before has a collection of historic objects inspired Maine museums to behave with such single-minded selflessness.

The banners are extraordinary artifacts of labor history and folk art, created in Portland by William Capen, Jr., for the Maine Charitable Mechanic Association, and owned by that organization until being sold in August. Organizations of different trades marched behind the banners in parades. One banner carries a painting of a ship under full sail, another depicts a ship's hull on the stocks at a shipyard, ready to launch. These two maritime banners were exhibited at Maine Maritime Museum in 1994 as part of our Nautical Folk Art exhibition, curated by Robert L. Webb. On their reverses, they bear inspirational mottos: "By Commerce We Live" and

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## Meeting in the Cross Currents

by Chris Hall, Curator of Exhibits

Museum professionals are generically divided between those at art museums and those at history museums and those at science museums. Their academic training, their conferences, indeed their style of working, all maintain this compartmentalization, which I have a deep disagreement with. Life is not so divided – we are affected by technology and the natural world (science, if you will); by design, form, color (art, if you will); and by politics and our social up-bringing (history, if you will) every minute of our days in a constantly intermingling stream.



Groundfish net on the Museum grounds, Summer 2009

A maritime museum seems to me to be a particularly unique example of this blend. Our fascination with the maritime world here is, at first impression, deeply structured by the history of both shipbuilding in Bath, and the broader menu of the four centuries of Maine's

interaction with the ocean, from the Gulf of Maine to the far flung reaches of the world. But while we purport to emphasize this top level history and technology, the spark of curiosity that brings people up the front steps glows at a much deeper level. Particularly with maritime stuff, people simply can be nuts about it (or hopefully will be when they leave).

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### EXHIBITS

#### *HEAVY METAL: The Revolution Evolution in Marine Propulsion*

On view July 9 through November 8

John G. Morse, Jr. Gallery

Nothing transformed the maritime world more completely than the engine. Within a generation, the churning revolutions of marine engine shafts had revolutionized not only the shape of ships, but also communication, commerce, work patterns, infrastructure, emigration – in short, the world as our ancestors knew it.

Sponsored by **GENERAL DYNAMICS**  
Bath Iron Works

#### *Cross Currents: Visual Art Distilled from the Maritime World*

On view November 20 through February 6, 2011

Members-only reception Friday, November 19

Maritime history is simply a convenient, but surprisingly superficial way to cope with the broad disorderly snarl of culture, economics, folklore, craftsmanship, politics, and technology that is life lived in close proximity to Maine waters, whether upcountry lakes, descending rivers, or convoluted miles of ocean shoreline. Drawing on the same complex interwoven sources as history, *Cross Currents* will explore how diversely maritime life has been distilled by four disciplines in the visual arts: printmaking (Carroll Thayer Berry); painting (Loretta Krupinski); photography (Claudio Cambon); and sculpture (Christy Georg).

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MAINE MARITIME MUSEUM  
243 Washington Street, Bath, Maine 04530  
www.MaineMaritimeMuseum.org



## Rhumb Line

A line on the earth's surface which intersects all meridians and parallels of latitude at the same angle. A line of constant course is a rhumb line.

### Mission Statement

Maine Maritime Museum celebrates Maine's maritime heritage and culture in order to educate the community and a world-wide audience about the important role of Maine in regional and global maritime activities. The Museum accomplishes its stewardship through: discriminate collection, preservation and dissemination of historic materials and information, engaging educational programs, relevant and compelling exhibitions, and a unique historic shipyard, all connecting the past to contemporary and future issues.

### Vision Statement

Maine Maritime Museum offers unique experiences through unsurpassed collections, well-maintained historic buildings, compelling exhibits, and outstanding educational programming and services. The institution is financially sound and forward focused; new technologies and viewpoints are embraced in a timely manner. Visitors, members, volunteers, and staff are enriched by their involvement with the Museum; the Museum's vitality infuses the regional and national cultures and economies. The Museum is a world-class museum attracting a global audience to Maine's rich maritime heritage and culture.

## What Matters Most

This has been a summer of extraordinary collaborative efforts among Maine museums. In June, MMM and the Portland Harbor Museum merged to create an organization that is truly state-wide in its efforts – preserving the unique collections that tell the story of Portland Harbor and continuing the great programming that keeps those stories alive. Then, in August, seven museums in Maine joined together to save 17 historic early 19th century banners that were at risk of being sold to private collectors and lost to the public domain.

MMM joined Maine Historical Society, Maine State Museum, Portland Museum of Art, Bowdoin College, Bates College Museum of Art, and Colby College Museum of Art in purchasing these banners at auction with assistance from private donors L.L. Bean, James Julia, Linda and Diana Bean, Chris Livesay, Elsie Viles, Libra Foundation, and an anonymous Boston foundation. This was an unprecedented collaboration of public museums and private donors pooling their resources to preserve unique cultural artifacts important to Maine's history. Individually, none of the institutions could have made this purchase, but jointly it was possible. The effort was successful because these cultural institutions kept "what matters most" in the forefront. In this case, what mattered most was not which museum would get bragging rights for

a high profile acquisition, but that the objects would be preserved in Maine and in the public domain.

Museums are busy places, and in a large cultural institution like MMM with more than 45,000 visitors each year, 20 acres of property, thousands of collections objects, 140 small craft, 18 buildings, a historic shipyard campus, three piers, 18 staff, 240 volunteers, and hundreds of programs...there are plenty of distractions. What matters most in a place with so much going on? Sometimes that's not easy to answer and sometimes what matters most changes from day to day.

But the bottom line is that we keep in the forefront of our minds the mission of preserving Maine's maritime heritage, and we do our best to meet the highest standards of museum professionalism in fulfilling our mission. If you, as a member and supporter, think MMM matters to this community, I hope you'll do what you can to help ensure we are able to continue fulfilling that mission. Give generously to the annual fund, become a member, volunteer...it all matters.

Amy Lent  
Executive Director

## Annual Maritime History Symposium Scheduled

*The Navy and Maine will be the topic*

Marking local concerns regarding the imminent closure of Brunswick Naval Air Station and complementing our upcoming exhibit *Cold Waters, Cold War: the 20th Century Navy in Maine*, the topic of the 39th Annual Albert Reed and Thelma Walker Maritime History Symposium will be *The Navy and Maine*.

The Symposium, to be held on Saturday, April 30, 2011, will cover a broad range of naval topics that had or have an impact on Maine. Naval vessels built in the state, naval seamen from Maine, the defense of the coast and naval action along the coast are among the anticipated topics of discussion. All subjects that fit within the theme of the Symposium will be open for presentation and debate; there will be no time-period limit.



Additional details will be published in the next *Rhumb Line* and in later communications from the Museum.

To propose a speaker or to volunteer to speak, contact curator Nathan Lipfert, [lipfert@maritimeme.org](mailto:lipfert@maritimeme.org), or (207) 443-1316, ext. 328.

# Membership, Annual Support, and Introducing the Updated *Compass Circle*

As is true in many museums that do not receive government funding, operations at Maine Maritime Museum are supported entirely by a combination of earned revenue, charitable contributions and endowment income.

Maine is part of our name, but the Museum does not receive state support. The only government funds that occasionally come our way are through competitively awarded grants, typically for archives and collections related care.

Charitable contributions are crucial for our sustainability and a common question is, “What is the difference between membership and Annual Fund?” It may feel like you are being asked for support twice a year, or more! Here are a few definitions and distinctions:

**Membership** is the basic lifeblood of the Museum – revenue generated by member dues paid in exchange for certain benefits. Those benefits typically include admission, receipt of the newsletter, free or discounted attendance at events and discounts on museum store purchases, mooring and docking fees. IRS policy states that to the extent a person receives goods or services in exchange for a contribution, that money is not tax-deductible as a charitable contribution. The IRS clarifies, though, that basic membership benefits like free admission, store discounts, and newsletters are considered “insubstantial,” consequently, individual and family memberships that are less than \$75 are fully deductible. (See IRS Publication 1771.)

**Annual Fund contributions or unrestricted support** are charitable contributions made by a donor once or several times a year to the Museum to help support its programs. MMM has historically run early summer and late fall appeals, and every dollar received is vital to day-to-day operations. Because the donor receives no goods or services in exchange for his or her gift, the donation is fully deductible to the extent that the donor’s own income and circumstances permit. There may be special circumstances to pay attention to if you are eligible for a matching gift program through your employer, or if you use your donor-advised fund to make your distribution.

MMM recently revised the guidelines for the *Compass Circle*, and we invite everyone who can to participate. In the simplest terms, the *Compass Circle* recognizes individuals and couples who contribute \$1,000 or more in a calendar year for unrestricted purposes. *Compass Circle* contributors who are not already Museum members will receive a complimentary family membership to facilitate their frequent enjoyment of the facilities, programs and exhibits that their generous gifts help make possible.

## Eli Karter Joins Board of Trustees

Former paper industry executive Eli Karter has joined the Maine Maritime Museum Board of Trustees.

Eli worked for the Mead Corporation from 1981 until his retirement in 2000. During his last 4 ½ years with Mead, he served as executive vice president, with responsibility for all of Mead’s paper, containerboard and lumber businesses as well as the Corporate Engineering group. Prior to joining Mead, Eli was with Boise Southern for three years and Westvaco Corporation for fifteen years.

A Portland native, Eli earned a BS in Chemical Engineering from the University of Maine in 1962, an MS in Pulp & Paper Technology in 1963 and a PhD in Chemical Engineering in 1967. He then served three years on active duty in the U.S. Army Corps of Engineers.

Eli also currently serves on the boards of Oasis Inc. and Cianbro Corp.

He and his wife Ann have five children, and spend time between their homes in Phippsburg and Osprey, Florida.

# Ground-Breaking Partnership Saves Historic Banners for Mainers

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“We Lay the Foundations of Commercial Enterprise.” These two banners represented groups of tradesmen, then referred to as mechanics: ship builders, ship joiners, boat builders, caulkers, pump and block makers, mast and spar makers, rope makers, riggers

and sail makers. These were pre-union benefit organizations, formed to help the tradesmen provide themselves with such benefits as health and life insurance, which were not then provided by employers.

The banners are made of a very fragile material originally thought to be silk, which may instead be very fine linen, according to one curator who examined them. The consortium’s first priority is to have a textiles conservator examine the banners to determine their current condition and prepare a recommended plan for immediate treatment and long term maintenance, describing the conditions under which they may be exhibited. Once it has been determined that they are stable and properly housed, a schedule will be established for their exhibition by the participating organizations (see the Chart Table for a list of the organizations and others involved).



“The focus, hard work, and unselfish generosity of the cooperating museums was unprecedented in my experience,” said Richard D’Abate, executive director of the Maine Historical Society. “I think we owe that to our common recognition that the banners were one of the state’s true artistic and historical treasures. They had to be saved.”

Maine Historical Society will be the owner of the banners, technically, and will provide for their storage when not exhibited.

Maine Maritime Museum is proud to have been a part of this unique episode in the history of our collections. The banners are without comparison. We have other labor history artifacts in our collection, but none with this degree of stunning artistic impact.



## More Heavy Metal on view

The four-ton Charles Ward Engineering Works marine steam engine, now on view in Sewall Hall, was originally donated by Maine Maritime Academy in 1986, where it was in use from the Academy's founding in 1941 as an out-of-vessel training engine for U.S. Merchant Marine engineering cadets. The engine pre-dates the Academy, however, likely from the 1900-1920 period based on its construction details. We surmise from the size of the cylinders and the crank shaft that its horsepower was sufficient for a vessel approaching 100 ft., like a tug or large yacht of the day. Further input on the original vessel(s) is welcomed.



Phil Blauvelt applies grease to the block of the steam engine prior to installation of the crank shaft.

The Charles Ward Engineering Works grew into prominence as an iron and steel fabricator and shipyard in Charleston, W.Va. from 1872-1931. They specialized in inland river craft – towboats, lighters, dredges, and the like. Ward water-tube steam boilers were also widely used in other maritime situations. They pioneered the design of tunnel stern-screw drives, and were also among the first to install diesels into the brown-water fleet.

Beginning in January, every engine piece was disassembled, inspected, cleaned, and refurbished by a crew of MMM volunteers - Bob McEvoy, Phil Blauvelt and John Way. Several area businesses contributed to this effort: Butler & MacMaster Automotive, Hallowell, cleaned the machined components; Capital Area Technical Center School, Augusta, polished the ten vertical support columns; Fournier Steel Fabrication, West Bath, welded the steel bed beam assembly; Reed & Reed, Woolwich, sand-blasted and re-painted the gray cast-iron components.

## Fort Scammel Tour a 'Direct Hit' with Visitors



Ken Thompson, historian, author and Portland maritime authority, shares information about Fort Scammel with his tour group.

The *Chippewa* was near capacity as she set sail Sunday morning, August 8, for the short voyage from Portland's Long Wharf to House Island, home of Fort Scammel. Scammel is one of Portland Harbor's two earliest harbor defense forts, along with Fort Preble, and was built in Casco Bay in 1808.

On board were more than 55 individuals interested in learning more about the two-century old fort, and three maritime historians – Joel Eastman, Ken Thompson and Harold Cushing – eager to share their knowledge about the fort's history.

Fort Scammel is a two-story, three-bastion granite fort complete with parapets, munitions bunkers, and a parade ground. It was named after Alexander Scammel, Adjutant general of the Continental Army during the American Revolutionary War, who was killed in action during the Battle of Yorktown. The fort was designed for harbor defense, with cannon batteries positioned to protect the main shipping channel into Portland harbor, in conjunction with Fort Preble. Of all the forts in Casco Bay, Fort Scammel was the only one to fire a shot and be fired upon in anger, in early August, 1813, during the war with the British.

House Island, 24-acres in size, was later the site of an immigration quarantine station from 1907 to 1937. The 1920 brick detention barracks have been demolished, but several original 1907 buildings remain, including the doctor's house and the quarantine hospital.

Purchased in 1954 by private owners interested in preventing the fort from being dismantled, House Island can only be visited through arranged tour. Maine Maritime Museum hopes to continue offering the tour annually.

One of the passengers for this year's tour was Kirk Rogers, a Portland based photographer who specializes in capturing incredible astrological subjects. Kirk documented the tour in photographs, and then produced a photo journal of his work. Readers can view Kirk's journal at: <http://www.kiroastro.com/writings/HouseIsland.html>.

## New Floor Makes Boat Collection Accessible

**Chris Hall, Curator of Exhibits**

As part of the National Endowment for the Humanities Visible Storage Grant, our large, 3,840 square feet, boat storage barn now has a new concrete floor.

This extraordinary change culminates three years of watercraft storage improvements aimed at increasing public access to the bulk of our 140-boat collection. New cradles, a new rack system, two stairways and railings are also part of the improvements. The barn's original soft dirt floor was detrimental to the boat cradles, attracted digging varmints, and was almost impossible to shift heavy objects upon.

One of those heavy objects is the 14-ton compound steam engine from the tug *Seguin*, which had settled a foot into the dirt. A BIW crew came down at 5 a.m. on a September morning with an 18-ton Hyster lift to extract the engine so the concrete could be poured.

The new floor is six inches thick overall, with a 12-inch-thick section where the *Seguin* engine will be reset.

The interior layout will be refined to allow the use within the space of a forklift, also part of the grant award, so boats can be brought down to the floor for documentation. Most of the 65 boats in the barn have never been seen by our greater audience since the day they were donated, in most cases, decades ago. The large Wilbur Morse 1916 Friendship sloop *Chance*, our 1911 Northeast Harbor A-class (#1), the Wyeth family lobster boat *Eight Bells*, and many other seldom seen



With the pouring of the first section of the new Boat Storage Barn floor juxtaposed against the dirt floor that additional pours will cover, the incredible improvement is clearly visible.

jewels of our boat collection will now be accessible. The future possibilities of this new space are exciting to contemplate.

Of similar consequence to the collection was the summer renovation of the lowest level under the Boat Shop, a cavernous and largely neglected space, formerly adapted for casting boat fittings. The wooden floor and support posts for the floors above had suffered from groundwater seepage over the years; these were demolished and repaired where appropriate, a new wooden ceiling was installed, and electrical wiring and lighting improved. Several concepts for the use of this space are under consideration.



## Icebox Front added to Donnell House kitchen



Ivon Boyer (far left in photo) and Lindell Walton of Walton Cabinetry (2nd from left) rebuilt the front of the unit matching the style and texture of the original. Curator of Exhibits Chris Hall (2nd from right) was on hand to oversee the installation. Stewart Anderson, trustee and volunteer docent at Donnell House, assisted.



Before and after.

Additional steps in the restoration of Donnell House were recently completed when the long missing oak icebox front was installed and a floor cloth was added in the Victorian home's kitchen area, thanks to the efforts of several of the Museum's loyal volunteers and members.

Ivon Boyer, who is a volunteer docent at the Donnell House as well as on the *Sherman Zwicker*, took it upon himself to improve the visitor experience to Donnell House by making the kitchen more complete. Using the few remaining original parts – several doors and hinges – that had been stored in the attic for decades, Ivon started his research based on his knowledge of an icebox factory in his hometown. A turn-of-the-century catalog found in Georgia and identification of an Oregon company that could fabricate the hardware using the original remaining parts were key discoveries. Though the interior parts of the icebox were missing, the back and sides of the original cabinet were still in their original kitchen location, thus indicating the overall size. Replacing the internal parts of the icebox was not attempted in the restoration.

In consultation with Curator of Exhibits Chris Hall, Ivon asked a neighbor and gifted cabinetmaker, Lindell Walton, to reconstruct the missing wooden doors and trim matching the style and texture of the original. Funding for the restoration was contributed by Ivon and Stewart Anderson, both of whom are volunteer docents at Donnell House.

Now that the installation is complete, one would be hard pressed to discern which doors and hardware pieces are original and which are reproductions.

Another recent addition to the Donnell House kitchen is in place thanks to the efforts of a Museum member. Now covering a portion of the home's kitchen floor is a new canvas stenciled floor cloth, that was produced by MMM member Lin Martin-Berke. Lin produced the cloth over several weeks during the summer, adapting a design derived from tile-like geometry patterns that were popular in 1890 in stenciled floors, floor cloths and the new linoleum floor coverings, which evoked the fancier stone-tile-work of the up-town residences.

Additional restorations in Donnell House are in development, and could be in place for the upcoming Victorian Christmas event.

## Meeting in the Cross Currents

*Continued from page 1*



Detail of ship portrait, 1858 Patten ship *Britannia*

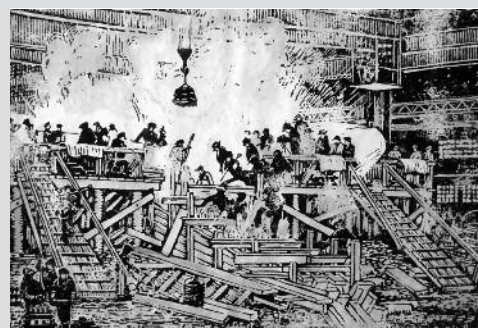
Every exhibit I have been involved with here at Maine Maritime Museum has been a blend, in varying proportions, of “art,” “science,” and “history.” Every object we have speaks in these three dialects. The catenary curves of a groundfish trawl, the optics of a Fresnel lighthouse lens, the graduated contours of a ship in frame, the swirling geometry of a propeller, the sun-washed sails of a ship portrait: they please the observer - the historian, the naturalist, the artist in all of us.

Grant agencies are shocked, shocked to be informed that we have an enormous art collection here – (a *history* museum doing art, such a thing!) – but the maritime world has been attracting artists since the earliest Viking ship pictographs. Those ships were the art of their day, and were adorned with the most intricate carving. Two amazing examples of American 19th Century “decorative” ship carving loom over our main lobby visitors today. And who has not said at the sight of a tall ship, “She’s as pretty as a picture,” or “That’s a work of art.”



Steam engine connecting rod head

By the time you read this, our triple expansion steam engine restoration should be nearing completion. While a steam engine is a rich piece of technology history, it should be evident the next time you come into Sewall Hall that this engine is a drop-dead arresting sight, aesthetically. And to the mechanics who forged, filed, honed, polished and assembled its four tons of iron, steel, brass, and bronze, the engine was a work of their art. Every individual part reflects the forces inherent to its function: keeping weight when necessary, removing it whenever possible, defining the castings to be as strong as needed, but no more – a four-ton mechanical ballet of strength, weight, and volumes, and all to be driven for hour after hour, harnessing the heat of pressurized steam. As Richard McKenna wrote about the gunboat steam engine in his 1962 novel *The Sand Pebbles*, “It was all flowing power, tons of sculptured metal in cyclical, patterned motion, and the light played through it in a pattern of rhythmic gleam and shadow.”



Carroll Thayer Berry linoleum cut of the pouring of the lead keel for *Ranger* at Bath Iron Works, Dec. 1936

So it's not such a stretch, after all, for us to do an “art” show. Come get your feet wet in our *Cross Currents* exhibition, where four different artists render the maritime world in four different media, and see just how beautifully entwined nature, technology, and history really are in what might, at first glance, be “just” art. We beg to differ.



Honor/Memorial Gifts

June 5 – September 23, 2010

In Memory of Edmond G. Buron

Mr. and Mrs. Ted Sherman

In Honor of Steven Caulfield

Mr. Brian Carey

In Memory of Crispin Connery

Gladys and Roland Harriman Foundation

In Honor of Jim and Joan Drake

Mr. and Mrs. David C. Knight

In Memory of Judge Carl Horn

Marjorie A. and Jeffrey S. Geiger

Exhibit Painting  
Donated to MMM

If you visited MMM to view the exhibit *Some Burdensome: Big Ships, Big Cargoes* you may recall seeing three paintings by David Campbell which were on view in The Marjorie W. Kramer Gallery in Sewall Hall. The paintings were of cargo and tanker ships in Portland Harbor. At the time of the exhibit, the paintings were on loan from the artist.



One of the three paintings, *Portland Pipeline Terminal*, is now part of the Museum’s collections, thanks to the generosity of Marion Lundgren and H.D. Wagener of Portland.

Marion and H.D. are friends of the artist and enjoyed seeing his work in the recent exhibit. They purchased the painting and donated it to the Museum knowing MMM would be a good steward and give the painting the exposure it deserved.

The painting is now on view in the *Distant Lands of Palm & Spice* exhibit in The Harry C. Crooker Gallery.

Welcome Aboard New and Rejoining Members

Ms. Glenna B. Adams  
Mr. John R. Anderson  
Mr. C. J. Angelette  
Mr. Tom Antonellis  
Mr. and Mrs. Robert Antworth  
Mr. and Mrs. Devens D. Arnett  
Ms. Virginia Mount Ayres  
Mr. and Mrs. Ross Babcock  
Mr. Peter R. Bacon  
Mr. and Mrs. James Banks  
Mr. Richard D. Bartlett  
Mr. and Mrs. James Baxter  
Mr. and Mrs. Ozro Benner  
Mr. Michael Bernstein and Ms. Beatriz Cuervo  
Ms. Ellen T. Berrie  
Mr. and Mrs. Allen J. Bingham  
Ms. Leila T. Bisharat  
Mr. and Mrs. Jonathan Bond  
Mr. Bruce Brandt and Mrs. Junelle Brandt  
Mr. and Mrs. Bruce Brown  
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Mr. and Mrs. Steven Bunnell  
Mr. Walter J. Burnett  
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Mr. Richard Lee Corbett  
Ms. Ann Coughlin  
Ms. Sarah Crawford  
Mr. and Mrs. Linwood A. Cross  
Mr. John Darwent and Ms. Chris Darwent  
Ms. Nancy Littlefield Davis  
Ms. Wendi Davis  
Mr. Anthony A. Dean  
Ms. Marie Demicco  
Mr. Gordon Donley  
Mr. Robert H. Doran  
Mr. James Dorn  
Mr. Dennis Dorsey  
Mr. Christopher Dumaine and Ms. Holly Hock  
Mr. Gordon V. Dunsmore  
Dr. Joel W. Eastman  
Dr. and Mrs. Frederick James Elsaesser  
William Fagan, Ph. D.  
Ms. Sandra Fairweather  
Capt. G. David Fenderson and Mrs. Margaret J. Fenderson  
Mr. and Mrs. Luis Figueroa  
Ms. Christine Fitzgerald  
Ms. Nancy Fontaine and Mr. Richard Fontaine  
Ms. Anne Forbes  
Mr. Jonathan Freedner  
Ms. Kimberly French  
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Mr. and Mrs. Gary Grahling  
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Mr. and Mrs. James B. Lamoureux  
Ms. Camilla Lee  
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Mr. Wayland Linscott and Ms. Susan Fuller  
Ms. Alyssa Littlefield  
Mr. and Mrs. Chris Ludwig  
Ms. Wendy Lull  
Ms. Kristin MacMurray  
Mr. Terrence Magee and Ms. Diane Dupuis  
Ms. Darrel Markin  
Ms. Susan Martin  
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Corinne and David Nagy  
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Mr. and Mrs. Robert Nelson  
Mr. Bruce Nickerson  
Mr. Terry Nordmann  
Mr. S. Bailey Norton, Jr.  
Mr. and Mrs. Jonathan Novak  
Ms. Deborah Oliver and

Mr. Chris Oliver  
Mr. Cris Oppenheimer  
Mr. Alfred L. Padula, Jr.  
Mr. Richard B. Parker  
Mr. Glenn Parkinson  
Mr. John Paynter  
Mr. Norman H. Petty  
Mr. Donald E. Pusch  
Mr. and Mrs. Christopher E. Quinn  
Ms. Nan Rand  
Mr. and Mrs. Mark Ratner  
Mr. and Mrs. Edward Rea  
Mr. and Mrs. Robert Reed  
Mr. John Reedy and Ms. Heather Reedy  
Ms. Judy Reeves  
Mr. Peter M. Robinson  
Mr. Donald M. Russell, Jr.  
Mr. Steve Rutter and Ms. Mary Ann Rutter  
Mr. and Mrs. Alden H. Sawyer, Jr.  
Mr. and Mrs. T. Brock Saxe  
Ms. Nancy L. Schatzman  
Ms. Lynn Scholz and Mr. Richard Verville  
Ms. Jean Schroeder  
Mr. Clem Sheffert and Ms. Pat Sheffert  
Ms. Rebecca Shields  
Mr. Tim Soley  
Mr. Benjamin Soule  
Mrs. Barbara Southard  
Ms. Mary Stuart Specht  
Mr. William St. Louis and Ms. Linda St. Louis  
Mr. and Mrs. Gordon R. Stanley  
Mr. Robert A. Stenzel  
Mr. Charles Stevenson  
Mr. and Mrs. Howard H. Stevenson  
Rev. Sylvia Stocker & Family  
Mr. John K.P. Stone III  
Ms. Deirdre Strachan and Mr. Jose Mies  
Mr. Don Strickland  
Ms. Anne M. Tarbell  
Mr. Donald Taylor  
Mrs. Christina S. Teale  
Mr. Richard Terhune  
Mr. and Mrs. Charles C. Thomas  
Mr. and Mrs. Simeon F. Thomas  
Dr. Philip P. Thompson, Jr.  
Mrs. Patricia S. Tillotson  
Mr. Arthur E. Totman  
Mr. Kevin P. Twine  
Mr. Richard Uhlig  
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Mr. and Mrs. William Vanderburg  
Ms. Karen von Huene  
Mr. and Mrs. Brian Wallace  
Mr. and Mrs. Gerald Weaver  
Mr. Charles Webber  
Capt. John Wellington  
Mr. and Mrs. David J. Wetherbee  
Ms. Diane Whitmore  
Mr. Jim Whittaker  
Mr. and Mrs. Eric Wiese  
Mr. and Mrs. Mark Wilgren  
Mr. Thomas Wilkens  
Mr. Jonathan Williams  
Ms. Carmela Wise  
Mr. and Mrs. Daivd Witherill  
Mr. Barry Wolach  
Mr. Wes Wood  
Ms. Cindy Young  
Mr. Albert Zabin  
Ms. Ruth Swift Zike  
Mr. James Zinchuk



# Celebrating Our Business Partners

## Hyde Schools becomes MMM’s Newest Business Partner

**Hyde Schools** is a network of college preparatory schools, with boarding schools in Bath, Maine and Woodstock, Conn., that serve students in grades 9–12 and postgraduate studies, and public charter schools in Washington, D.C. and New York City, that serve students in grades K–12.



At Hyde Schools academics is only part of the curriculum. Students get the tools they need to prosper and grow in this challenging world. That’s because the schools’ approach to education is entirely different. Teachers focus on helping students reveal their character and develop the confidence they need to succeed in high school, college and beyond. And the teaching method is different, as well. Leadership opportunities are offered to all students as well as a dynamic leadership track for eligible students. And, unlike any other school, parents and the entire school community are involved in the discovery process. As a result, Hyde students and families often realize their fullest potential and are uniquely prepared to navigate the tough choices they face in everyday life. Today, Hyde Schools serve almost 2,000 students and their families in private and public settings.

As an organization committed to education, Hyde Schools is happy to become involved as a Business Partner with Bath neighbor, Maine Maritime Museum. Nearly 45 years have passed since the first Hyde School was founded in Bath on the former estate of John Hyde, a successful shipbuilder and son of Thomas Hyde, founder of Bath Iron Works. The innovative concepts upon which this first school was founded are much like that of MMM, which strives to offer members, visitors and students unique, enlightening and transformative learning experiences.

For further information about Hyde Schools visit [www.hyde.edu](http://www.hyde.edu) or contact Wanda Smith at [wsmith@hyde.edu](mailto:wsmith@hyde.edu) or 207-443-7101.

## Please support the businesses that support MMM!

Here’s an easy way to support the activities, events and programs of Maine Maritime Museum – when you are making a purchase, getting a repair, dining out, recommending lodging for a visiting friend or colleague, filling your tank, or scores of other activities and transactions, look first to the Museum’s Business Partners. Our Business Partners are active, contributing members of our community, state and region. By supporting their businesses you are supporting so much more.

- Anchor (\$5,000)**  
Bath Iron Works,  
A General Dynamics Company  
Bath Savings Institution  
Fort Reliance (formerly Irving Oil)  
Reed & Reed
- Quarterdeck (\$2,500)**  
Hampton Inn Bath  
Holiday Inn Bath
- Mast (\$1,000)**  
Atlantic Motorcar Services  
BEK, Inc.  
Carl. A. Bickford, Inc.  
Downeast Energy  
Lane Construction Corporation  
Maine Lobster Direct  
North & Co., Personal Financial Advisor  
Yale Cordage, Inc.
- Rudder (\$500)**  
Anchor Capital Advisors LLC  
Cross Insurance

- East Coast Yacht Sales  
The Highlands  
Maine Antique Dealers Assoc.  
Maine Built Boats, Inc.  
Sagadahock Real Estate Assoc.  
Strouts Point Wharf Company  
Thomaston Place Auction Galleries  
Thornton Oaks Retirement Community
- Galley (\$300)**  
111 Maine  
Anna’s Water’s Edge Restaurant  
Admiral Steakhouse  
Back River Music Works  
Barn Door Cafe  
Beale Street Barbeque  
Belle Fete Events & Catering  
Blue Elephant Events & Catering  
Brewster House Bed & Breakfast  
Byrnes’ Irish Pub  
Farm to Table Catering, by El Camino  
The Galen C. Moses House B & B  
Gulf of Maine Yacht Sales  
Halcyon Yarn  
Harraseeket Inn  
Henry and Marty Restaurant, Catering  
Holden Agency Insurance  
Homes & Harbors Real Estate  
Huber’s Market  
The Inn at Bath  
J.R. Maxwell & Company  
Kennebec Tavern & Marina  
Land’s Ends Gift Shop  
Mae’s Café & Bakery  
Marshall Tent & Event Rental Center  
Morton Real Estate  
Now You’re Cooking  
Provisions

- Red’s Eats  
Robinhood Free Meetinghouse  
Rocktide Inn  
Roger Duncan Photography  
Sarah’s Café & Twin Schooner Pub  
Schooner Eastwind  
Sebasco Harbor Resort  
Simply Elegant Catering  
Solo Bistro Bistro  
Starlight Café  
Stone Cove Catering  
Topside Inn  
Wiscasset Motor Lodge
- Keel (\$250)**  
Androscoggin Dental Care  
Bailey Island Motel  
Bath Antiques Shows  
BFC Marine  
Boothbay Resort  
Brunswick Boat Works  
Brunswick Tour and Travel  
The Cabin Restaurant  
Consolidated Electric Company  
Cruising Guide to Long Island Sound  
Dreamcrest Realty  
Flagship Inn  
For Arts Sake Framing Gallery  
Franchise Direct  
Frohmler Construction, Inc.  
Hardy Boat Line  
Harraseeket Inn  
Hilton Garden Inn Freeport  
Lie-Nielsen Toolworks  
Lisa Marie’s Made in Maine  
Moncure & Barnicle  
Monhegan Boat Line  
New Meadows Marina

- Rob Williams Real Estate  
Rogers ACE Hardware  
Sitelines  
Winters Gone Farm & Alpaca Store  
Bruce Verrill, D.M.D.  
Vigilant Capital Mgmt. LLC
- Binnacle (\$100)**  
**Our non-profit partners**  
The Apprenticeshop  
Bath Area Family YMCA  
Boothbay Harbor One Design Assoc.  
Casco Bay Council Navy League  
The Chocolate Church Arts Center  
Elmhurst, Inc.  
Friends of Seguin Island  
Friends of DaPonte String Quartet  
Gulf of Maine Research Institute  
Hyde Schools  
Holbrook Community Foundation  
Kennebec Estuary Land Trust  
Kieve-Wavus Education  
Maine Island Trail Assoc.  
Main Street Bath  
Maine State Aquarium  
Maine State Music Theatre  
Nor’easters Chorus  
Pine Tree Society  
Sagadahoc Preservation, Inc.  
Sheepscot Valley Conservation Assoc.  
The Theater Project  
Wawenock Sail & Power Squadron

To learn more about the Business Partner Program contact Randall Wade Thomas at 207.443.1316 x 344 or [development@MaritimeME.org](mailto:development@MaritimeME.org)

## Welcome to New Volunteers

We are delighted to welcome former Portland Harbor Museum volunteers into the Maine Maritime Museum “family,” and especially appreciate their participation and support of Chowder Fest 2010. We look forward to sharing many more joint endeavors as we move forward.

### Boatshop

Bob Bernier  
Mike Corbett\*  
Joe Fazekas  
Jim Fetters  
Colbie Holloway\*  
Gary Jenkins  
\*Discovery Boatbuilding alumni

### Landscaping crew

Carol Stergio (Welcome back)

### BIW Docents

Dennis Youland

### Sherman Zwicker

Hanlon Kelley  
Dan Wiederkehr

### Collections

Warren Lammert

### Special note:

Nick Locsin's name was misspelled in the summer new volunteers list. Our apologies.

## Volunteer Calendar

Be sure to make note of the following special dates and events.

October 16

### Quartermasters Day

Join the fun as we return the Museum to its finest form and prepare it for the coming cold weather.

October 20

### Volunteer Recognition Party

We pay tribute to all the hard work and effort our corps of volunteers put forth in the past year.

November 10

### Volunteer & Staff Wrap-Up Sessions

We come together to discuss those things that went well this season and share lessons learned.

## Why We Volunteer

### June and Doug Stewart, Museum Volunteers

We live in an area of rich maritime history, and it is a privilege to share some of that history with others.

As volunteers on the schooner *Sherman Zwicker*, we share the story of a rugged fishing life no longer in existence. Meeting and talking with visitors from all over the world is most interesting and enjoyable. For instance, we have recently met folks from The Netherlands, New Zealand, Germany and Ireland.

The engine in the *Zwicker* is unique and explaining it to



interested guests is always a pleasure. Safety of guests – especially the little ones – is a high priority.

As we are both retired, we find volunteering to be rewarding and a way of contributing to the museum.

## Fall Volunteer Cruise: One of the Best Yet



The fantail was a popular spot for viewing: (right to left) Don Strickland, Ed and Julie Liston, George and Katie Lyons, and Jim and Julie Swol.

Due to a forecast for rain, calls were coming into the office before the Annual Volunteer Cruise asking if the trip were cancelled. Weather Underground was consulted and the decision was made to “go!”

With many a skeptical eye to the sky, 90 boarded the busses for Boothbay Harbor, slickers in hand. Spirits soared as the rain let up before we left the parking lot.

We boarded the *Island Lady* at Pier 7 a half hour before departure, giving us plenty of time to eat lunch and enjoy the hustle and bustle of the harbor. Our Captain boarded

minutes before departure, and we were off. The Captain indicated points of interest as we cruised through the harbor. Then came our first surprise of the day – we weren't heading east, as planned – in fact, we were heading west. It soon became apparent that was a wise choice, as seas were building past the harbor entrance and we would have had a pretty bumpy trip had we followed our original itinerary. Our revised course took us through Townsend Gut and around Southport, across to Five Islands, Georgetown, Westport, past Hendricks Light and the mouth of the Sheepscot, then past Bartlet's and Sawyer's Islands, returning to the harbor through the Gut.

It was a picturesque trip, with an occasional seal feeding near us, and an ever vigilant osprey pair eyeing us closely from the spindle as we slipped through the Gut. At one point the Captain announced that a storm was approaching from the north, traveling at 35 mph – and headed right for us. The skies darkened, drops of rain began to fall – but that was it. The storm veered off from its intended path and passed us by almost entirely.

We congratulated each other on the lucky turn of events, as we leisurely cruised back to our berth at Pier 7, where the busses waited for our return trip to Bath. What a great day!!

## Spring Passage to Bath

### Ann Harrison, Volunteer Coordinator

It was with great anticipation that I joined the crew of the *Sherman Zwicker* as the ship made its voyage to Bath on a favorable day in June.

A congenial crowd gathered on the decks as the Grand Banks schooner plowed through the calm sea from Boothbay to the Cuckolds, toward the mouth of the Kennebec past Seguin and Pond Islands. Past Fort Popham, we soon lined up with the Kennebec Range Lights, with Doubling Point coming quickly into view. Approaching the Museum by ship was an exhilarating experience – made even more so by a volley from a signal canon on shore welcoming us.

Our three-hour journey came to an end, with new friends



Capt. George McEvoy chats with Ann about training *Zwicker* docents.

made and promises to keep in touch. Thanks go to Captain George McEvoy for his invitation and his hospitality!



# All About the Boats

## SEASON RECAP: A Note of Appreciation from the Volunteer Office

**Ann Harrison,**  
Volunteer Coordinator

With bus tours and cruise ships still coming through as this edition of *Rhumb Line* goes to press, and with only a few short weeks to go until the season winds down, it seems as though the summer has flown by. Already we're looking at the autumn colors starting to emerge, bringing with them the crisp cool nights and far chillier mornings than we've become accustomed to this summer. Visitors arriving at the Museum are continuing to come from the four corners of the country – and beyond.



It is gratifying to our Front Line volunteer staff to exchange greetings with visitors from various parts of the globe, all of whom seem impressed with Maine Maritime Museum, and praise the experience they have had while with us – often citing the excellence of our guides' knowledge. I can only add to their praises – for without our Front Line guides the Museum's daily seasonal programming would collapse. And, if it weren't for our behind-the-scenes volunteer staff who work just as hard and are as dedicated on a year-round basis, the Museum would not have its fabulous Boatshop, its campus maintained, the collections prepared for exhibit, the cataloguing and organizing of the storage and retrieval systems, the computer entry, nor the resources to not only maintain but particularly expand the Museum's vision and mission. Thank you, one and all, for bringing us through another successful season with your joie de vivre, helpfulness, and dedication! —Ann

## A Boatload of Activity in the Boatshop

**Kurk Spiradakis, Boatshop Manager**

As the leaves begin to fall and the snowbirds start making plans for their trips south, activity in the MMM Boatshop actually begins to pick up speed. In addition to the normal increase in activity related to students returning to the shop, there are additional items to report about.

### Twenty-two New Students

Two new classes in the Discovery Boatbuilding Program began their programs in September. Fourteen students, both 7th and 8th graders, from Woolwich School will be in the shop on Wednesdays, while eight 8th graders from South Bristol will be developing their boatbuilding skills each Friday during the school year.

### New Communications Tool

The Boatshop now has its own dedicated blog for communicating with members, students, volunteers and anyone interested in wooden boat building. In addition to reading notes and viewing pictures of daily activities around the shop, visitors to the blog can read posts and watch videos from students in the Discovery Boatbuilding Program, view shop-built boats for sale, ask questions about boat building techniques, learn about upcoming

classes and events, comment about related topics, and much more. Check us out at <http://blogs.mainemaritimemuseum.org/boatshop>.

### Damariscotta Pumpkinfest and Regatta

In September, the Boatshop hosted a workshop conducted by giant pumpkin growers and master pumpkinboat builders Buzz Pinkham and Bill Clark, founders of the Damariscotta Pumpkinfest and Regatta, which was held on Oct. 10. Museum staff then built the first MMM giant pumpkinboat and entered it into the regatta. Due to printing deadlines we can't report here how well the boat and crew performed, but you can find that info and pictures on the Boatshop blog.

### Dust Collection System Completed

The Boatshop is pleased to announce the completion of our dust collection system. All of the shop's primary tools are connected. We are now working in a virtually dust-free environment. Special thanks go to those who donated funding and materials for the project, especially trustee Tom Yale who donated the 5-horsepower 13' tall system and the many boatshop volunteers who put in long hours to attach and fabricate the necessary parts. Special thanks go to volunteers Norm Hurlburt and Art Dresser, who completed much of the work.

## Boats for Sale

### 13' Beach Pea – \$4,500

The Beach Pea is a modern adaptation of the Peapod, a classic, centuries-old design. The Beach Pea was designed by Doug Hylan to be stable and seaworthy, like its predecessors; but he incorporated modern materials and construction techniques into the Peapod redesign to enhance the boat's durability and strength, while decreasing necessary maintenance. This boat includes a spruce rig, Dacron sail and a pair of rowing oars.



Specifications: L.O.A: 13' L.W.L: 10' 11"  
Beam: 4'3" Draft: Centerboard UP: 3"  
Centerboard Down: 18"  
Approximate Weight: 125 lbs.  
Sprit Rig: 54 sq. ft.

### Isle Au Haut Skiff – \$8,000

The Isle Au Haut Skiff is a white-hull-style pulling boat, also called a Cape Rosier Skiff. This particular example is a reproduction of an original 1907 Isle Au Haut Skiff named *Tara* that is part of the Museum collection. These boats combine the best characteristics of seaworthiness and traditional charm with an excellent reputation as a tender.



Specifications: L.O.A: 12' Beam: 4'2"  
Approximate Weight: 200 lbs.

This example of an Isle Au Haut Skiff was constructed like the original with white oak keel, frames, breast-hook, seat risers, inwale, and rubrail. She is carvel planked in white cedar and has a mahogany sheer plank and transom. She was fastened using bronze screws throughout and is truly a charm to row.

## Upcoming Workshops

### Shaker Box Making

Wednesdays, Dec. 8 & 15 – 5 to 8 pm  
Members \$70; Nonmembers \$85  
Limited to 7 students; 3 minimum  
Register by Nov. 19

Make a beautiful set of wooden nesting oval Shaker boxes (one to three) as a holiday present for that special someone or for your own enjoyment.

### Build Your Own Wooden Kayak or Canoe

Wednesdays, Feb. 3 to Apr. 28 –  
5:30 to 8:30 pm  
Members \$500; Nonmembers \$550  
(plus cost of kit)  
Limited to 7 students; 3 minimum  
Register by Jan. 10

Get ready for a summer on the water! Build your very own wooden kayak or canoe, using stitch and glue kits from Chesapeake Light Craft. There are several styles to choose from. Material fee will vary depending on model chosen – ranging from \$850 - \$1,000. Shop time will be available during the week to make up for missed classes. For more information on available boat models, contact [boatshop@maritimeme.org](mailto:boatshop@maritimeme.org).

# Fall and Winter Programs

## Events at a Glance

### October

- 16 Quartermasters Day
- 21 Navy League Lecture:  
Capt. William Fitzgerald
- 23 Navigation Class: Off Shore  
Passage Making
- 30 Pirates Party

### November

- 10 Lecture: John Bush
- 18 Navy League Lecture:  
Capt. Dean Krestos

### December

- 2 Lecture: Loretta Krupinski 6pm
- 8/15 Boatshop Workshop: Shaker  
Box Making
- 15-22 Donnell House Victorian  
Christmas

### January

- 19 Authors at Eight Bells:  
Geoffrey Wolff
- 25 America's Boating Course Begins
- 26 Authors at Eight Bells:  
Patricia Hughes
- 28 Movie: *Captain Blood*

### February

- 2 Authors at Eight Bells:  
Mark Warrner
- 5 Boating Safety Seminar:  
Paddle Smart
- 10 Movie: *Life By Lobster*

### March

- 5 Movie: *GONE: The Mystery of  
the Don*
- 21 Navigation Course: Navigating  
Mid-Coast Maine
- 23 Boating Safety Seminar: Mastering  
the Rules of the Road

## Victorian Christmas in Donnell House

Daily, Dec. 15 to 22 – 10am to 2pm  
MMM Bath

Members: Free / Non-members: \$5



Visit the Museum this holiday season for a special opportunity to view the historic Donnell House in holiday splendor. Staff and volunteers will decorate the house in traditional holiday décor reminiscent of the Victorian Era. Tour the house and enjoy some holiday wassail, gingersnap cookies and perhaps sing a few carols around the piano in the parlor.

## Navigation and Boating Safety Courses

### Off-Shore Passage Planning

Saturday, Oct. 23 – 8am to 5pm  
MMM Bath

Members & Non-members: \$195;  
accompanying spouse or relative \$75

This one-day seminar will help you prepare for your first off-shore voyage. Whether you plan on spending a winter in the Caribbean or are considering an off-shore adventure in the North Atlantic, this seminar will teach you how to prepare yourself, the crew, and the boat for your voyage. Your lead instructor, Capt. David H. Lyman, a USCG-Licensed Master with more than 50 years of experience, will demystify the off-shore experience. He will be joined by professional delivery skippers who will share their insight into off-shore sailing.

### America's Boating Course III

Tuesdays, Jan. 25 to Mar. 15 – 7 to 9pm  
MMM Bath

Members: \$70 / Non-members: \$75

This all new course uses a completely updated manual, that has outstanding graphics and includes two bonus computer disks. Taught by members of the U.S. Power Squadron, the course is divided into five units. The first four cover topics that all recreational boaters must know, including the rules of the road, required safety equipment, navigation aids, lights and sounds, anchoring, communications afloat, adverse conditions, "trailerling", and knots and lines. The fifth topic is an introduction to digital charts and GPS waypoint navigation, a key skill for boating on coastal waters.

## Paddle Smart Seminar

Saturday, Feb. 5 – 1 to 3pm

MMM Bath

Members: \$40 / Non-members: \$45

Paddlesports is the fastest growing segment of boating. It accounted for 54% of new boats sold in 2006. This two-hour seminar is for those about to join the sport and those considering purchasing paddling equipment. Topics include: terminology, required equipment, safety practices—including video clip examples, and day-tripping and touring considerations. Students will receive several handouts, including "The Complete Sea Kayaker's Handbook" by Shelly Johnson, and an Off-Season Boating, Cold Shock & Hypothermia brochure.

## Navigating Mid-Coast Maine

Mondays, Mar. 21 to Apr. 11 – 7 to 9pm  
MMM Bath

Members: \$75 / Non-members \$80

Cruising the coastal waters of Maine can be fun, especially when you know how to read a nautical chart so you miss all those rocks and arrive safely at your destination. Taught by members of the U.S. Coast Guard Auxiliary, this course is an introduction to navigation. Using a chart of the Boothbay area, you'll learn how to read any chart and become familiar with the coastal waters between Small Point and Pemaquid. Problem sets will help you plan cruises of the area. Skills learned can be applied to all U.S. nautical charts and GPS chart plotter displays. Topics include true and magnetic headings, variation, lines of position, chart symbols, piloting, latitude and longitude, dead reckoning, and aids to navigation. Course materials include the Three Rivers chart (#13293) and handout on navigation principles. Students must bring a parallel ruler and dividers, which can be purchased separately in the Museum Store.

## Mastering the Rules of the Road

Wednesday, Mar. 23 – 7 to 9pm

MMM Bath

Members: \$50 / Non-members: \$55

Taught by members of the U.S. Power Squadron, this seminar explains, using examples, the 37 Rules of the Road for both the U.S. Inland Rules and the International Rules (COLREGS). It simplifies for the recreational boater the sometimes complex laws relating to boat operation. It is a starting point for preparation for the USCG License examination. Students receive McGraw-Hill's *The One Minute Guide to the Nautical Rules of the Road* by Charlie Wing along with Student Notes with slides.

## On Board Weather Forecasting

Saturday, Apr. 16 – 1 to 3 pm

MMM Bath

Members: \$35 / Non-members: \$40

Changing weather conditions can turn a delightful day on the water into a real challenge. Weather forecasting is a priority for safe boating. In this seminar, taught by members of the U.S. Power Squadron, you'll learn how to use your senses to help determine changing conditions, and how to verify your observations with instruments. The seminar explains weather systems, how to understand changing cloud formations, and how to use changing wind direction, temperature and pressure to hone in on emerging weather fronts. Students receive a copy of *Onboard Weather Forecasting* with a waterproof Captain's Quick Guide to take on board.

## Authors at Eight Bells

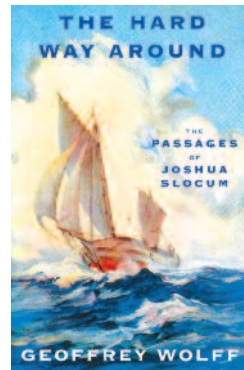
### Geoffrey Wolff

***The Hard Way Around, The  
Passages of Joshua Slocum***

Wednesday, Jan. 19 – Noon

MMM Bath

Members: \$3 / Non-members: \$5



In 1869, Joshua Slocum escaped his Dickensian childhood in Nova Scotia by becoming an ordinary seaman – at the age of sixteen. Slocum's rise through the

ranks was rapid; just a decade later he was commander of his own ship. In 1895, he set sail alone in the small sloop *Spray*. More than three years and forty-six thousand miles later, he became the first man to circumnavigate the globe solo, a feat not replicated for another quarter century. His account of that voyage, *Sailing Alone Around the World*, soon made him famous. A decade later, he set off alone once more – and was lost at sea. Join acclaimed novelist, essayist, biographer, and critic Geoffrey Wolff as he discusses his book, *The Hard Way Around*.

### Patricia Hughes

***Maine Waterfalls: A  
Comprehensive Guide***

Wednesday, Jan. 26 – Noon

MMM Bath

Members: \$3 / Non-members: \$5

Waterfalls are magical. Their volume

## Special Events

### 15th Annual Kids Pirate Party

Sponsored by Papa Geppetto's Workshop

Saturday, Oct. 30 – 5 to 8pm

MMM Bath

Member: \$5/Individual or \$15/Family  
(in advance) Non-member: \$6/Individual  
or \$20/Family (in advance) Day of event:  
\$7/Person or \$25/ Family



Join in the merriment of our 15th annual Kids Pirate Party. Dress like a pirate or show off your favorite Halloween costume. There's always plenty of fun and adventure – crafts and games including the haunted pirate layer, treasure hunt, pirate tales around the bonfire, sword fighting demonstrations, sea shanties, and much more. A not-to-be-missed tradition.



and thunderous echoes provide places of wonder and spiritual wellbeing. Join Patricia Hughes and learn how 177 waterfalls shaped Maine's history from prehistoric times to the present, how they were vital to survival for the first people living here and how they were travel challenges, hindrances to the logging industry, and ambush spots for attacking Indians. Today they continue to be important to the economy, not only as tourist destinations, but as a means to bring power to the state through the use of dams. Learn about Screw Auger Falls and the Great Falls in Lewiston; experience the waterfalls that Henry Thoreau traveled on the mighty Penobscot River; and one of the most powerful waterfalls known to the colonists, the Rumford Falls.

### Mark Warner

#### **Tragedy of the Royal Tar**

Wednesday, Feb. 2 – Noon  
MMM Bath

Members: \$3 / Non-members: \$5

Learn the real story behind the sinking of the *Royal Tar* on Oct. 25, 1836 in Penobscot Bay. Join Mr. Warner as he explains the *Royal Tar's* construction, its history, the menagerie's tour of the Maritimes, the cause of the fire, and the details of the rescue operation of the crew and circus animals. There is something for everyone in this meaty little book about the *Royal Tar*.

## Down to the Sea in Film

### **Captain Blood**

Friday, Jan. 28 – 6:30 pm  
MMM Bath

Members: \$8 / Non-members: \$10

Join Maine Maritime Museum as we present "The most magnificent & thrilling sea adventure ever filmed." Michael Curtiz's 1935 film *Captain Blood*, starring Errol Flynn as Capt. Peter Blood. Arrested during the Monmouth Rebellion and falsely convicted of treason, Dr. Peter Blood is banished to the West Indies and sold into slavery. In Port Royal, Jamaica the Governor's daughter Arabella Bishop buys him for £10 to spite her uncle,



Col. Bishop who owns a major plantation. Life is hard for the men and for Blood as well. By chance he treats the Governor's gout and is soon part of the medical service. He dreams of freedom and when the opportunity strikes, he and his friends rebel, taking over a Spanish ship that has attacked the city. Soon, they are the most feared pirates on the seas, men without a country attacking all ships.

### **Life by Lobster**

Thursday, Feb. 10 – 6:30 pm  
MMM Bath

Members: \$8 / Non-members: \$10

*Life by Lobster* is a 55-minute documentary that takes you inside the lives of five young lobster fishermen determined to pursue this proud traditional vocation against steadily mounting obstacles. The film is the latest production from Opera House Arts' Imagination Project Public Access Digital Media Studio. *Life by Lobster* examines the continuation and barriers to commercial lobster fishing for a new generation of lobstermen. Martin's compelling footage included images of Deer Isle and Stonington and conversations with local lobstermen.

### **The Crimson Pirate**

Saturday, Feb. 19 – 6:30 pm  
MMM Bath

Members: \$8 / Non-members: \$10



*The Crimson Pirate* is a 1952 American adventure film directed by Robert Siodmak. It stars Burt Lancaster, who also co-produced the

film, as Captain Vallo, the eponymous pirate. The tale is set in the Caribbean late in the 18th century on the fictional islands of Cobra and San Pero. Burt Lancaster plays a pirate with a taste for intrigue and acrobatics who involves himself in the goings on of a revolution in the Caribbean in the late 1700s. A light-hearted adventure involving prison breaks, an oddball scientist, sailing ships, naval fights and tons of swordplay.

### **GONE: The Mystery of the Don Disaster**

Saturday, March 5 – 6:30 pm  
MMM Bath

Members: \$8 / Non-members: \$10

*GONE* explores the puzzling disappearance in 1941 of the pleasure craft *Don*

with 34 people on board. No wreckage was ever found and only 14 bodies were recovered. For more than 68 years, the sea off the rocky coast of Maine has held its secrets about this terrible loss of life. The event remains one of New England's worst boating disasters. An adventurous team of filmmakers explore the mystery and in the process add a new chapter to this maritime disaster's story. This one-hour documentary, shot in high definition at the original Maine locations, is an intriguing reminder of life's unpredictability. Through emotional interviews with relatives and eyewitnesses, the film reveals a personal look at the 34 people who vanished.

## Lectures

### **HEAVY METAL - Steam Coffin: Captain Moses Rogers and The Steamship Savannah Break the Barrier - John L. Busch**

Wednesday, Nov. 10 – 6:30 pm  
MMM Bath

Members: \$5 / Non-members: \$7

At the dawn of the 19th century American Robert Fulton ran his experimental "steamboat" from New York City to Albany, not once, but repeatedly. But running steamboats on rivers, lakes and bays was one thing; taking such a vessel across the ocean was a different proposition altogether. Experienced mariners said that these steamboats were just too flimsy and unwieldy to withstand the dangers. There was at least one man who believed otherwise. His name was Captain Moses Rogers.

### **Cross Currents - Through the Artist's Eyes - Loretta Krupinski**

Thursday, Dec. 2 – 6 pm  
MMM Bath

Members: \$5 / Non-members: \$7

Artist Loretta Krupinski expresses her love for the coast and forests of her native New England through her highly praised oil paintings. Join Loretta as she discusses how she uses museum and historical society resources including oral histories to help bring to life the remnants of New England's seafaring past (1850-1950) and attempts to preserve this history through her artwork. A fellow of the American Society of Marine Artists, Loretta has become well known for her realistic oil paintings of classic wood boats, lighthouses, the fishing industry and harbor scenes.

## Upcoming Events in Portland & Southern Maine

### **Lecture: David Switzer Steam Power, Corsets and Exploding Harpoons: the Last Days of Arctic Whaling**

Sunday, Nov. 14 – 2 pm

Maine Historical Society, Portland  
Members \$5 / Non-members \$7

New Hampshire's Consulting Nautical Archaeologist recounts an age when steam-powered whalers, able to avoid being caught in drift ice, made for fewer ship losses and more profitable voyages in pursuit of bowhead whales.

### **Book Discussion & Signing: David Robinson & Elizabeth Tanefis**

*The Saco River*

Friday, Jan. 21 – 6 pm  
Saco Museum, Saco

Free Admission

The authors discuss their new book which documents the story of the river through postcards. This event is in collaboration with Saco Museum.

### **Lecture: Wendy Lull**

*Tofu's Journey:*

*A Contemporary Whale Tale*

Sunday, February 13 – 2 pm

Maine Historical Society, Portland  
Members \$5 / Non-members \$7

In Seacoast Science Center President Wendy Lull's presentation, you'll hear how the life and death of one young whale is used to interpret the ecology of the Gulf of Maine whale population. Wendy will also talk about the challenges of transforming this tragic loss into an engaging and inspiring learning experience.

### **Navy League – Capt. William Fitzgerald, CO, NAS Brunswick**

Thursday, Oct. 21 – 7 pm  
MMM Bath

Members: \$5 / Non-members: \$7

Capt. Fitzgerald will update us on the progress of the BRAC closure at BNAS, covering closure timeline, recent milestones and major upcoming actions. He will also address the ongoing environmental cleanup effort and efforts to help facilitate redevelopment.

### **Navy League – Capt. Dean Krestos, CO, SUPSHIP Bath**

Thursday, Nov. 18 – 7 pm  
MMM Bath

Members: \$5 / Non-members: \$7

Capt. Krestos will discuss current activities at SUPSHIP Bath and the impact of NAS Brunswick BRAC on his command.



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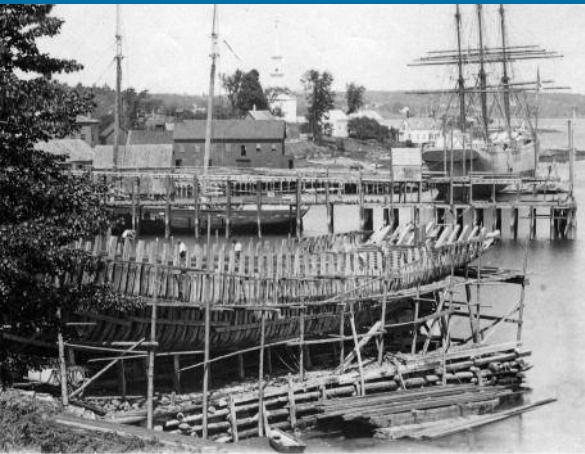
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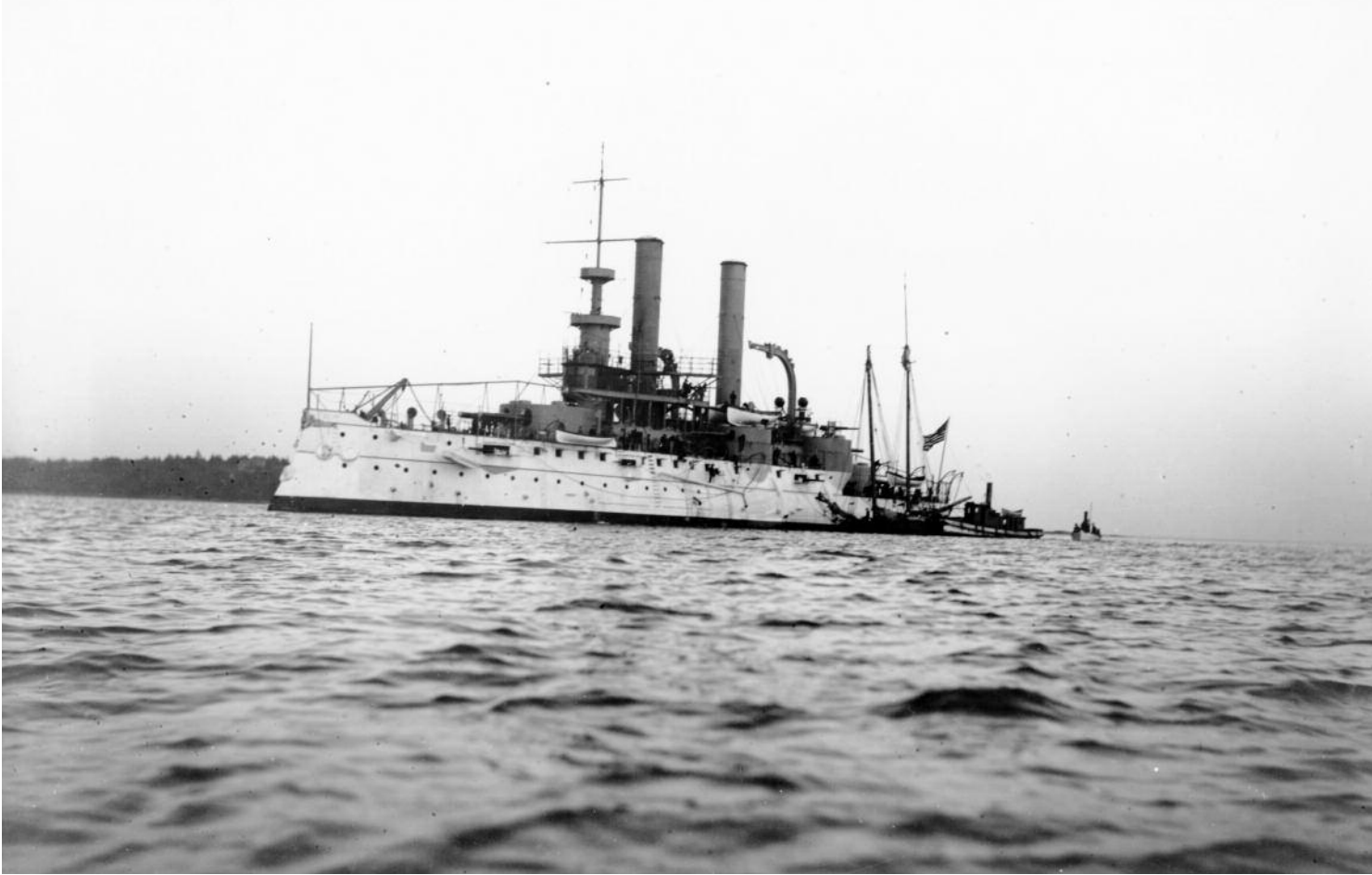
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Robert L. Woodbury  
Thomas L. Yale

First Puzzler from Angell Collection

This is image 1992.017.135 from the newly-arrived Portland Harbor Museum Angell Collection. It shows a United States naval warship of the Great White Fleet period, at an unknown location. Many of the Angell Collection glass plate negatives are of the Portland area, though not all. In this case, there appear to be a small fishing schooner and a tug alongside, with a steam launch nearby. Can anyone tell us the details of what and when? In particular the name or at least the Class of the warship would give us some dates to check against known naval squadron visits to Portland. If you can help, please contact Senior Curator Nathan R. Lipfert, 207-443-1316, ext. 328, or lipfert@maritimeme.org, or drop a card in the mail.



Several Possibilities Offered for Summer Puzzler: Still in a Quandary



Three responses on this one, with three completely different answers. Phil Woods was first, matching the photograph with C. W. Henry's yacht *Wissahickon* – in Rockport Harbor with an undeveloped Beauchamp Point in the background, he thought. He cited a photograph of Henry's yacht published in *Where the Mountains Meet the Sea* by Philip Conkling (2009). Having now acquired a copy of this book, we have to say that we think it looks like a different vessel. The bows are similar, but *Wissahickon* seems larger than our boat, with a substantially different deck arrangement, number of portholes, masts, stack, canopies, and wheelhouse. Some of these

details can change over the years, but these changes seem too comprehensive. Then Peter Kellogg called, saying it looked to him like a yacht that was recently worked on by the International Yacht Restoration School in Newport RI. So far we have been unable to confirm or deny that idea. Lastly Bill Low wrote to wonder if it was a Herreshoff Mfg. Co. yacht (Bristol, RI). And the Puzzler yacht does seem to be close in size and style to Herreshoff's 96-foot steam yacht *Eugenia* of 1899 (see *Herreshoff of Bristol* by Maynard Bray and Carlton Pinheiro, 1989). However, many differences of detail in deck arrangement and rig make us think they are not one and the same. So we are still working on this one, and new ideas are still welcome. If you can help, please contact Senior Curator Nathan R. Lipfert, 207-443-1316, ext. 328, or lipfert@maritimeme.org, or drop a card in the mail.

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